

GLASGOW WEEKLY TIMES.

CLARK H. GREEN,
EDITOR AND PROPRIETOR.

DEVOTED TO POLITICAL, AGRICULTURAL AND GENERAL INTELLIGENCE.

ONE DOLLAR PER ANNUM,
INvariably IN ADVANCE.

VOL. XX.

GLASGOW, MO., THURSDAY, NOVEMBER 10, 1859.

NO. 37.

SAINT LOUIS ADVERTISEMENTS.

C. D. SULLIVAN & CO.
Jewellers, Watch & Clock Makers
No. 30, Fourth St., St. Louis, Mo.
A large and well selected assortment of
clocks, watches, jewelry, silver spoons, &c.,
constantly on hand for sale low.
All kinds of jewelry made to order and neatly
repaired. Engraving neatly executed, and all
orders promptly attended to.
The highest prices paid for old gold and
silver.

R. P. HANENKAMP. WM. A. HYNES
HANENKAMP & HYNES,
WHOLESALE GROCERS
Commission and Forwarding
MERCHANTS,
No. 93 Second street, between Locust and Vine
(East side.)
St. Louis, Mo.
Particular attention paid to sales of Hemp
Tobacco, Grain, Bacon and Lard. [dec]

BEN F. CRANE & CO.,
JEWELLERS
Solid Silver and Plated Ware.
FINE TABLE AND POCKET CUTLERY.
Has removed to corner of Fourth and Locust
Streets.
JAMES SPORE.

ODD FELLOWS' HALL.
1002
ST. LOUIS, MO.

FULTON IRON WORKS,
Second & Carr Street, St. Louis.
GERARD B. ALLEN,
MANUFACTURER High and Low Pressure
Steam Engines, for river and land service.
Boilers, Sheet-Iron work,
Saw and Grist Mill Machinery,
Tubular and Lard Screws, and Castings of every
description.
Circular Saw Mills of the Patent and Child's
(March 18, 1858-ly)

YEATMAN, ROBINSON & CO.,
GENERAL COMMISSION MERCHANTS,
Corner 2d & Green St.,
St. Louis, Mo.
Special attention paid to the sale of
Hemp and produce generally.

THOS. H. LARKIN & CO.,
COMMISSION MERCHANTS
No. 30 Levee and Cor. Com. St.,
SAINT LOUIS.
Special attention given to sales of Hemp
and grain. feb. 7, 59-ly.

HENRY I. LORING & CO.,
WHOLESALE
BOOKSELLERS, STATIONERS,
PAPER DEALERS AND
BLANK BOOK MANUFACTURERS,
No. 126 MAIN STREET, OPPOSITE STATE BANK MO.
ST. LOUIS, MO.
H. I. LORING, R. D. PATTERSON, C. F. LORING
We leave to call attention to our large
stock of SCHOOL BOOKS, comprising
all the popular series now in use throughout the
South and West.

STATIONERY,
Both American and Foreign, in endless variety.
PAPER.
Cap, Letter and Note, of the various qualities,
ruled and plain; Flat Papers, Colored Papers,
glazed and unglazed; Printers' News, of all the
usual sizes in general use, Crown, Medium,
Double, roan and Double Medium; Grocery
Wrapping, together with a large assortment of
Wall Paper, Binding and Paper Window Shades.

BLANK BOOKS.
Day Books, Ledgers, Journals, Invoice Books,
Cash Books, Records, of first quality of paper
and superior style of binding. Also, Pass Books,
Memorandum Books, Copy Books, &c.
We respectfully ask a call, feeling certain that
we can give satisfaction in every particular.

HENRY I. LORING & CO.
Blank Books made to order, of any style
or price, with or without Printed Headings.
K. B. Clean Gilt and Linen Rags taken in
exchange for Goods. feb. 7, 59-ly.

THOS. HANSTON, JR.
CUPPLES & MARSTON,
MANUFACTURERS of and Wholesale Dealers
in
Cordage, Twines, Paper,
Wicking, Bating, Matches, Cigars;
BROOMS, BRUSHES, BLACKING,
MATS, BIRD-CAGES,
WOODEN AND WILLOWWARE,
Elefs, Cuts, Hides, and other Gun Caps;
PRAIRIE MATCHES;
PORK AND FLOUR BUNS, &c., &c.
Nos. 55 and 57 Second Street,
Between Pine and Olive,
St. Louis, Mo.

Sole Agents in St. Louis for Marietta Tubard
Buckley Factory; J. B. Butler's Celebrated Black-
ing; Richardson & Co.'s Unequaled Matches;
Missouri Match Works; Hannibal, Mo.; Wheel-
ing and other extensive Paper Mills, &c., &c.
Manufacturers of Premium Zinc Wash-Boards;
Pine and Cedar Ware, Iron Band Cooperage,
Broom Handles, Brushes, Willow-Ware, Bed-
steads and Twines, and Emigrant Keps of every
description.

Direct Importers of French and Belgium Wil-
low; Fancy Baskets and Willow Ware; French,
German and English Fancy Goods.
aug. 18-3m.

SUBSCRIBE NOW
FOR THE
Valley Farmer.
It is a Monthly Journal devoted to the inter-
ests of the FARMER, FRUIT GROWER, GARD-
ENER, and STOCK RAISER—amply illustrated
with engravings of Animals, Farm Buildings,
Fruit, Flowers, &c.

Great Inducements.
To any one who will send us one dollar
for the volume for 1860, we will send the Octo-
ber, November and December numbers of this
year FREE. To any one who sends us five dol-
lars and the names of five new subscribers, we will
send a sixth copy for the same length of time—
one year and a quarter—FREE. Over Five Hun-
dred Dollars will be offered for Premiums for
largest lists of subscribers for 1860, and the names
now sent can complete for them. Money sent at
risk. Address
NORMAN J. COLMAN, Pub.
St. Louis, Mo.

HARDWARE.—A large stock of Build-
ing and Farming Hardware, for sale by
BARTHOLOW & ROBBINS,
319 N. 3rd St.

ST. LOUIS ADVERTISEMENTS.

ARTISTS' EMPORIUM
J. SPORE,
101 FOURTH ST.
HERE can be found at all seasons the large
and most complete assortment of
Artists' Materials, Engravings, &c.
To be found in St. Louis. I am prepared to ex-
ecute all kinds of Fancy and Ornamental Paint-
ing, Banners, &c.
Artists and Amateurs will find at my establish-
ment Crayons, Crayon Paper, Water Colors, &c.,
in abundance.
All work and materials warranted to be equal
to any in the city, and on as liberal terms.
Remember the place, 101 Fourth street,
Top Building, above Locust
June 4 1857. JAMES SPORE.

OUT OF THE ASHES!
\$100,000
WORTH OF
FURNITURE
AND
MATTRESSES!
OUR MANY FRIENDS will be pleased to
learn the
Old Mammoth
IN
ENTIRE NEW DRESS,
Contains the
Finest Stock Ever Offered.
and many kinds of goods at REDUCED PRICES.
Our stock of
Bureaus, Bedsteads,
Tables, Chairs, Rocking Chairs,
Wardrobes, Sofas,
Centre Tables, Sideboards,
Lounges, and
Spring, Hair, Moss and Shuck Mattresses
Was never more complete. With

13,000,00
Feet of Sheet-Room, and our practice
NOT TO BE UNDERSTOOD
by any house in the trade, those who know where
to buy good and cheap goods buy of us.
Wholesale and retail purchasers are advised to
examine our
Unrivaled Stock.
Wholesale Cash Buyers will meet a liberal dis-
count. For the convenience of purchasers
HAVING A LONG DISTANCE TO HAUL,
we keep a stock of Tables, Bedsteads, Chairs,
Sofas, &c., in
"Knock-Down" Packages
Goods shipped at the lowest rate of freight.
Orders promptly filled. Satisfaction guaranteed.
SCARITT & NASON,
No. 30 and 32 Wash. av., bet. Sec. & Third,
sept. 10-59 ST. LOUIS, MO.

TATUM & CO.,
Commission and Forwarding Merchant,
No. 160 SECOND STREET,
ST. LOUIS, MISSOURI.
PARTICULAR attention paid to the sale of
Tobacco, Hemp, Wheat, &c., and to the re-
ceiving and forwarding of Produce and Merchandise
generally. July 11, 59-ly.
N. B.—We always keep on hand a large stock
of Hydraulic Cement, Plaster of Paris, and Plas-
terer's Hair, of best quality.

JONES' COMMERCIAL COLLEGE,
S. E. CORNER WASHINGTON AV. AND THIRD ST.
ST. LOUIS, MO.
ESTABLISHED IN 1841.
A full course of instruction in this institution
embraces Double-Entry Book-Keeping, Com-
mercial Calculations, Commercial Law, and
Penmanship.
Special instruction given in the art of de-
tecting Counterfeit Money.
Gentlemen can enter for the courses separately,
and at any time, as instruction is imparted in-
dividually, and not in classes, each Department
being independent of the other, and under the
control of a Professor educated for the special
duties of that Department in which he is em-
ployed.
For circulars, containing information in regard
to the Terms, Course of Instruction, Rules for
Detecting Counterfeit Bank Notes, Weights of
Produce, Tares allowed on Produce, &c., etc.,
call at the Book-keeping Department, or address,
JONATHAN JONES,
jan. 6-ly. ST. LOUIS, MO.

S. H. BAILEY,
WHOLESALE CONFECTIONER,
No. 74 Third street, St. Louis, Mo.
WOULD respectfully call your attention to
his large and complete assortment of Large
and Small Candy, Candy Sugars, Almonds,
Smuts, Rock Candy, Kisses and Lozenges, &c.,
Also, to his fancy Kiss Papers, Fancy Boxes, Cor-
nucopias, &c., for Confectionery. His articles
are manufactured expressly for the country trade,
and their superior quality is well attested by the
large and increasing sales, and the already well
established reputation which they have acquired,
believed to surpass that of any other establish-
ment in St. Louis.
Orders solicited and promptly attended to.
J. B. 1855.

BRUNSWICK MARBLE
YARD.
H. S. GLAZE,
DEALER IN
FOREIGN AND AMERICAN MARBLE,
BRUNSWICK, MO.
Monuments, Tombs, Headstones, Mantels, &c.,
furnished to order on the shortest notice, and at
St. Louis prices. oct. 1-ly

BLANKETS.
FINE and coarse Blankets, ranging from \$2 50
to \$15 per pair—a large assortment of the
best quality manufactured, and various patterns
and colors. sep. 22-59
STROUSE & FRIEDSAM.

SUNDRIES.—Candies, Soaps, blot, Caps,
Powder, Lead, Flasks, Vinegar, Molasses,
Coffee Sugar, &c., for sale by
BARTHOLOW & ROBBINS,
oct. 1-ly

COTTON YARNS.—30 bales just received
by
BARTHOLOW & ROBBINS,
oct. 1-ly

INSURANCE, ETC.

BY STATE AUTHORITY.
INCREASE OF CASH CAPITAL.



Fire Insurance Exclusively.
(CHARTER PERPETUAL.)
CASH CAPITAL, --- \$400,000.00
CASH ASSETS, --- \$119,981.66
S. L. LOOMIS, President.
H. KELLOGG, Secretary.
Branch Office, 31 & 34 West 3d St., Cincinnati
M. MAGILL, General Agent.

Agents in the principal cities and towns of the
Union.

LOSSES PROMPTLY PAID.
Applications received, and Policies issued and
renewed by O. HENDERSON, Agent,
aug. 11 Glasgow.

THOMSON, LEWIS & CO., AGENTS
ATINA
INSURANCE COMPANY,
HARTFORD, CONN.

CHARTERED, \$19.
CAPITAL, ONE MILLION DOLLARS
Cash Assets
\$2,080,428 80,
THE ATINA INSURANCE CO. has been in
successful operation FORTY YEARS, and
during that period has promptly paid losses in
Glasgow, --- \$6,970 25.
L. D. DAWSON, President, \$ 372.00
W. W. WATSON, Secy., 945.00
JOHN DORRIS, Treas., 279.08
F. A. SAYAGE, 1470.04
DAMRON, MASON & STEPHENS, 701.70
HARRISON & CO., 2340.00
NANSON & BATHOLMEY, 330.75
BARTON & SHACHTLOFF, 48.07
HARRISON & CO., 450.00

The total losses paid by the Atina Insurance
Company amounts to over
TWELVE MILLION DOLLARS,
of which above amount
\$885,000.00
Has been paid to citizens of MISSOURI alone.
The Annual Income of the Atina Company is
more than DOUBLE that of any similar Cor-
poration in this country; and its assets are of
the most secure and reliable character, among which
will be found \$74,500 00 of Missouri Bonds
and Stocks, and in point of ability and favor-
able reputation for prompt and equitable ad-
justment of claims, the Atina Company stands un-
rivaled.

The undersigned, Agents, are authorized to im-
mediately issue Policies against loss by
FIRE.
on Buildings, Stocks of Merchandise, Ware Houses
and Contents,
TOBACCO AND HEMP IN BARN,
and personal property generally. Especial atten-
tion paid to the insurance of Dwelling Houses and
Contents, for a term of 1 to 3 years.
The undersigned also issue Policies of
Marine Insurance,
and in this department offer superior facilities to
Merchants and shippers, by open or contract pol-
icies, and monthly returns of 25 per cent. of the
Premiums granted to regular customers.

The Atina Company has advantages through its
extended system of Agencies, established along
every inland route, whereby it exercises due care
over property in transit, and in case of damage,
that prompt attention and supervision which gives
to its customers the least trouble, expense or loss,
and affords a speedy means of recovery and prompt
forwarding of damaged property.

Losses Promptly Adjusted and Paid.
The promptness of all who desire undoubted in-
surance, is respectfully solicited.
Policies issued without delay, by
THOMPSON, LEWIS & CO., Agents
aug. 11 for Glasgow and vicinity.

Life Insurance.
COVENANT MUTUAL LIFE INSURANCE
COMPANY OF ST. LOUIS.
INCORPORATED IN 1853.
Guarantee Fund—\$50,000.
Office Northwest corner Second and Pine streets,
basement, Corner's Savings Institution.

PAMPHLETS CONTAINING RATES, &c.,
blank applications, and any information re-
garding the company may be obtained at the of-
fice of the Company in St. Louis, or any of its
agents.

GERARD B. ALLEN, President.
HON. SAMUEL TREAT, Vice President.
ISAAC M. VERTCH, Secretary.
JOHN S. MOORE, M. D., Ex'g Physicians.
J. R. WASHINGTON, M. D.,

CLARK H. GREEN, Agent, Glasgow.

CHAS. A. M'NAIR & CO.
Manufacturers
Chewing Tobacco,
Of all Grades,
Water Street, Glasgow, Mo.

SCHOOL Books, and all kinds of Blank Books
Pens, Holders, Ink, Letter and Cap Paper,
Envelopes, and Novels. Our stock of Blank
and Stationery, is large and well selected.
June 30
CROPP & WILLIAMS.

THE GLASGOW TIMES.

CLARK H. GREEN, --- Editor.

Single copies of THE TIMES, put up in
wrappers, can always be had at the office at five
cents a copy.
Yearly advertisers are restricted to their
legitimate business. Other advertisements will
be charged at regular rates.
No charge for inserting deaths, but fifty
cents per square will be charged for obituary
notices—to be paid in advance.
The charge for marriage notices is left to
the bridegroom, and will be acknowledged in the
paper.
Where editorial notice of advertisements
is requested, it will be given and charged for.

A FACT.—Some editor, in speaking of the bad
literature of the present day, says:
"You may read many of the Eastern weeklies
for a year, and scarcely find a fact which will
make you wiser or better—no romance, fiction,
lies, velvet and feathers, little fiefs equipped in
smiles and ermine, big scoundrels in epaulettes,
with a love of a mouse's ear, turning the heads of
simpling maidens; the every-day history of life,
ingeniously belied and generally outraged; and
yet it always ends most beautifully. Hundreds of
persons who think they can't afford a home paper
in the course of a year, spends three or four times
the amount in trash."

From the N. Y. Tribune, 21st.
A Railroad to the Pacific.

We purpose in this article to present ac-
ked facts for the consideration of consider-
ate, reflecting men. There are thousands
of usually intelligent citizens who have de-
cided that a Pacific Railroad is a humbug—the
fantasy of demagogues and visionaries
without having ever given an hour's earn-
est consideration to the facts in the case.—
Let us have a patient hearing while we set
forth some of the more material of those
facts: And first in answer to the question,
*Is there a National need of a Railroad from
the Missouri to the Pacific?* Let us ponder
the records:

The number of passengers arriving at and
departing from San Francisco by water, so
far as we have official returns of them, is
as follows:

Year.	Arrivals.	Departures.
1849.....	91,415	No Returns.
1850.....	26,462	No Returns.
1851.....	27,182	No Returns.
1852.....	60,388	22,945
1853.....	32,232	30,001
1854.....	47,531	23,504
1855.....	29,198	22,898
1856.....	28,119	22,747
1857.....	22,990	16,902
Total.....	381,107	139,002

Of course, these were not all from the At-
lantic slope, via the Isthmus or Nicaragua,
but the great mass of them were. Prob-
ably most of those brought by small vessels
from Pacific ports were not reported to or
recorded at the Custom House at all.—
There were some immigrants to California
who did not land at San Francisco; though
the great mass undoubtedly did. Then
there was a heavy, though capricious Over-
land emigration. Gov. Bigler stated the
number in 1854 alone at 61,462; and there
was a very large emigration across the plains
in 1852. In 1857, the number was estimated
at 12,500. This year, our estimate of
the number, founded on personal observa-
tion, is 30,000; but others make it 40,000
to 60,000. There was, also, a very con-
siderable emigrant movement across the
Plains in an easterly direction. So far, we
have taken no account of the emigration to
and from Oregon and Washington.—
We know we are within bounds when we
estimate the number who have passed from
the Atlantic slope to California and Oregon
or Washington at an average of 50,000,
while the average number who have annu-
ally returned thence cannot have fallen be-
low 30,000.

Can there be any doubt that nine-tenths
of these would have traveled by Railroad
had such a road stretched from the Missou-
ri or Mississippi to the Pacific, the fare be-
ing moderate, and the passage made within
ten days? We estimate that twice to thrice
the number who actually did go to Califor-
nia would have gone had there been such a
means of conveyance, and that the present
Anglo-American population of the Pacific
slope would have been little less than Two
Millions—say California, 1,500,000; Ore-
gon, 300,000; Washington, 100,000; Sono-
ra and Mexican California, 100,000.

Now, as to the Gold crop of California:
The Custom House returns of San Fran-
cisco show the following shipments of gold
from that City:

Years.	Amount.	Years.	Amount.
1849.....	\$4,921,250	1853.....	\$87,331,020
1850.....	27,676,346	1854.....	61,329,663
1851.....	42,582,695	1855.....	43,080,211
1852.....	46,590,124	1856.....	48,887,543
1857.....	48,592,743		

The returns for the last two years and
the first three quarters of the present are
not before us; but they are known to have
varied little from the rate of \$50,000,000
per annum, making the total amount enter-
ed at the Custom-House of San Francisco
as shipped at that port up to this date rather
over Five Hundred Millions of Dollars.
How many more Millions have been brought
away in the trunks or belts of returning em-
igrants or mercantile passengers, we will

not attempt to guess; but the amount is cer-
tainly large. On our recent trip homeward
one of the steerage passengers was current-
ly reported as having \$30,000 in gold in his
carpet bag, which he kept in his hands or
under his head; others were said to have
their thousands each, to a very large aggre-
gate amount. Manifestly, the export of
gold from California, the current produce
of her mines, has exceeded Fifty Millions
of Dollars per annum, while a considerable
amount is retained in the country.

Now all this Gold is sent away to pay for
Goods—many of them very costly in pro-
portion to their bulk and weight—Silks and
other dear Textile Fabrics; Jewelry, rare
Wines; expensive Wares; Drugs, Spices,
&c. Experience has amply proved that all
such products take the quickest rather than
the cheapest route. We believe that \$20,-
000,000 of costly or perishable merchandise
would annually seek California overland if
there were a continuous line of railway
from the Atlantic to the Pacific seaboard;
and that this amount would steadily and
rapidly increase. When the Erie Railroad
earns over \$3,000,000 per annum by freight
it certainly must be moderate to hope that
\$10,000,000 would be paid as freight on
all the merchandise sent from this side to
the Pacific by railroad, and that the larger
share of this freight must be earned by and
paid to the Pacific Road.

Now let us see how far the Government
would necessarily patronize such a road:
The Post Office Department is now pay-
ing at least One Million and a Quarter for
the conveyance of Mails between the At-
lantic and Gulf States and California, and
was recently paying one Million and a
Half. For this it gets a semi-monthly mail
by way of the Isthmus (5,000 miles, or
more than double the distance direct,) and
a semi-weekly mail by the Butterfield route
(also very circuitous,) which carries letters
only. There are two or three slow mails
on other routes, but they cannot be said to
add anything of moment to the facilities en-
joyed by California and the older States for
the interchange of messages or ideas.

As to Military transportation, we cannot
say what is its amount, nor how far a sin-
gle line of Railway could reduce its proper
cost. We believe, however, that the Gov-
ernment is now paying at least Six Millions
of Dollars for the transportation of men,
munitions and provisions to our various
Military posts between Kansas proper and
California, and that fully half of this would
necessarily be saved or earned by a Rail-
road to the Pacific.

Utah is now receiving accessions of popu-
lation (mainly from Europe) over the
Plains, though very much of their house-
hold stuff has to be sacrificed to the exigen-
cies of the long, hard, tedious journey in
wagons drawn by weary, thirsty, famish-
ing cattle. Her people generally live poor-
ly, yet they have to eat and drink, while
most of them like to smoke or chew also.—
At present, most of them abstain from the
use of Tea, Coffee, &c., because these are
very dear while the Saints are mostly poor.
If there were a good railroad through Utah
from Missouri to California, we believe the
Saints would patronize it to the amount of
at least Half a Million per annum, and that
this amount would rapidly grow to One
Million. It would of course not stop there.

The Rocky Mountain Gold Mines are
no longer a matter of speculation. They
just as surely exist as we live; and we be-
lieve they are destined to increase in impor-
tance and productiveness. We advise no
man to dig gold or start for "Pike's Peak."
We presume ten of those who go thither
will come back ragged and penniless for
every one that they make rich. We expect
to hear many times yet that the Kansas
Gold Mines are a humbug—that they have
exploded—that every one has left or is leav-
ing them, &c., &c.—and we expect further
to hear of new discoveries in this direction
or in that, and to record the receipt of Mil-
lions thence in each of the years from 1861
to 1871 inclusive. Meantime, those who
prospect or mine there must live—a point
to which eating is rather essential in that
keen mountain air. Everything that can
be eaten or drunk is selling in the Kansas
Mines at far more than California prices.—
A railroad from the Missouri to the heads
of the Plate or Arkansas would reduce, in
those Mines, the average cost of food at
least half, and would thereby diminish sen-
sibly the cost and increase the profit of dig-
ging gold. If one hundred thousand per-
sons can manage to live in the Rocky Moun-
tain Gold Region as stands, three hundred
thousand could do better there with rail-
road up from the Missouri. And that num-
ber, if located there, could not supply less
than \$3,000,000 per annum of travel and
transportation to a Pacific Railroad.

Let us sum up, now, and see what ele-

ments of support for such a railroad may be
presumed to already exist:

I. Fifty thousand passengers from the
Missouri to California, and
thirty thousand the other way,
half first class at \$100 and the
residue second class at \$50 each.
Total passage money.....\$5,000,000

II. Fifty millions of Gold brought
from California, now paying 1 1/2
per cent. freight and insurance,
if charged 1 per cent. for con-
veyance over the railroad would
pay.....500,000

III. Freight on merchandise sent
overland to California, say \$20,-
000,000 worth, paying at least
\$5,000,000 freight, of which the
Pacific Road could not receive
less than.....3,000,000

IV. Conveyance of troops with
freight on Armes, Munitions, and
Provisions forwarded to the vari-
ous military posts between the
Missouri and California.....\$3,000,000

V. Conveyance of a Daily Mail
each way in ten days between
the Missouri and California at
least.....1,000,000

VI. Freight and passage for the Mor-
mons.....500,000

VII. Do for the Kansas and Rocky
Mountain Gold Region.....3,000,000

Total yearly earnings of the road—\$17,000,000
In this statement, we have made no ac-
count whatever of India, China, Australia,
Polynesia, &c., as taking this road in their
way to and from either shore of the Atlan-
tic. We do not doubt that they would
make some use of it at first, and more and
more annually thereafter; but this not a
resource to be relied on. We count on no
transportation of ought but passengers and
gold from California eastward; though we
are sure that much grain would flow thence
into the plains and settlements of the
Great Basin, especially the rich mines
newly discovered in Carson Valley. We
know that California would soon begin to
send Wines, Fruits, &c., eastward, and
that her Wool, Hides, &c., would soon fol-
low in their path. We can have no doubt
that a Railroad from the Missouri to the
Pacific would earn Seventeen Millions of
Dollars the year after its completion, and
that its income would increase thenceforth
at the rate of at least One Million per an-
num for ten or fifteen years.

We propose to indicate the moral, social,
political, and military uses and benefits of
such a road in another article, and then
consider where and how it ought to be
built.

From the New York Journal of Commerce.
Sorry He was Told.

According to the testimony of Mr. Hugh
Forbes, who has published a lengthy cor-
respondence with leading New England
Abolitionists, concerning the plans for pro-
moting an insurrection among slaves at the
South, and stealing of slaves from their
masters, certain distinguished men in the
Republican party were aware of the plots
which had been concocted to effect such ob-
jects. No less than three Senators of the
United States, for as many different States
of the Union, are named as having been
consulted on the subject. Forbes was en-
gaged by Brown as his assistant, but in
consequence of a failure to pay for his ser-
vices according to promise, he gave the
"chief contributors" much trouble. Brown
and Forbes disagreed as to the system most
available for carrying on the "conflict;" the
former favoring and insisting upon the plan
lately attempted at Harper's Ferry, while
the latter thought an organization for run-
ning off slaves, fifty at a time, from different
points, would be most likely to destroy the
value of slave property, and to hasten the
destruction of the system. The interview
of Forbes with Senator Seward, is describ-
ed as follows, in a letter first named, to
Dr. S. G. Howe of Boston:

INTERVIEW WITH SEWARD.
WASHINGTON May 6, 1858.
To Dr. S. G. Howe, M. D., Boston, Mass.:
On Saturday (1st May) I had an inter-
view with Senator Wm. H. Seward, of
New York; having been introduced to him
through a letter from a leading Abolition-
ist, Dr. Bailey of the Erie. I went fully
into the whole matter in all its bearings.—
He expressed regret that he had been told,
and said that he in his position ought not to
have been informed of the circumstances.
In part I agree with him, and in part I dif-
fer. I regret that the misconduct of the
New Englanders should have forced me to
address myself to him; but being now en-
lightened on the subject, he cannot well let
this business continue in its present crook-
ed condition, instead of causing it to be
"put straight," both as regards my chil-
dren's situation as well as the cotton spe-
culation of the humanitarians.

Mr. Seward expressed regret—for what?
Not that such a scheme had been concocted;
not that one section of the Union was to be
arrayed in conflict against the other; not
that the rights of the people of sovereign
States were to be assailed, their property
stolen, and their lives placed in jeopardy;
for all this he expressed no regret, nor
vouchsafed a word of condemnation. But
he expressed regret that he had been told
and said that he in his position ought not to
have been informed of the circumstances.

These are the sentiments of a Senator of
the United States; a man sworn to support
the Constitution and laws, and trusted at
the representative of the State of New
York, in the highest and most dignified
body in the national government. O